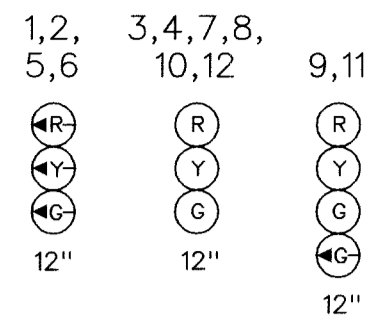


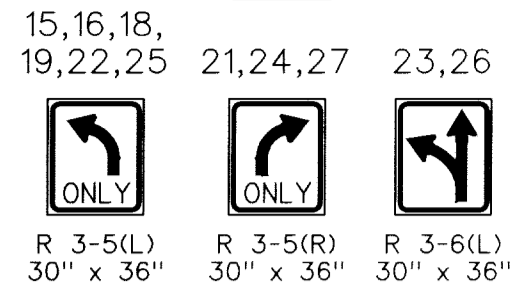
## SIGNALS



Signalheads 1-12 and Signs 15,16,18, 19,21,24,27 are proposed.

Opticom detectors 13,14 and Signs 17,20,22, 23,25,26 are existing and are to be relocated.

## SIGNS

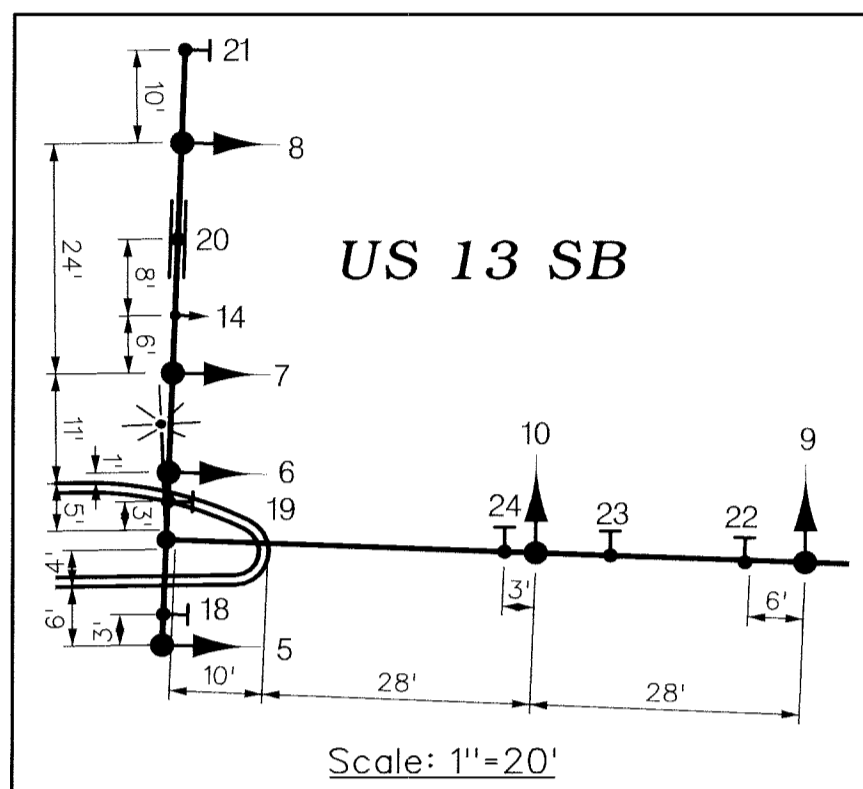


17,20

Naylor Mill Rd.  
D 3-2  
16" x Var.  
(Dual Faced Sign)

## OPTICOMS

13,14



Two handholes and four  
'Left Arrow's to be installed  
in break area.

## CONSTRUCTION DETAILS

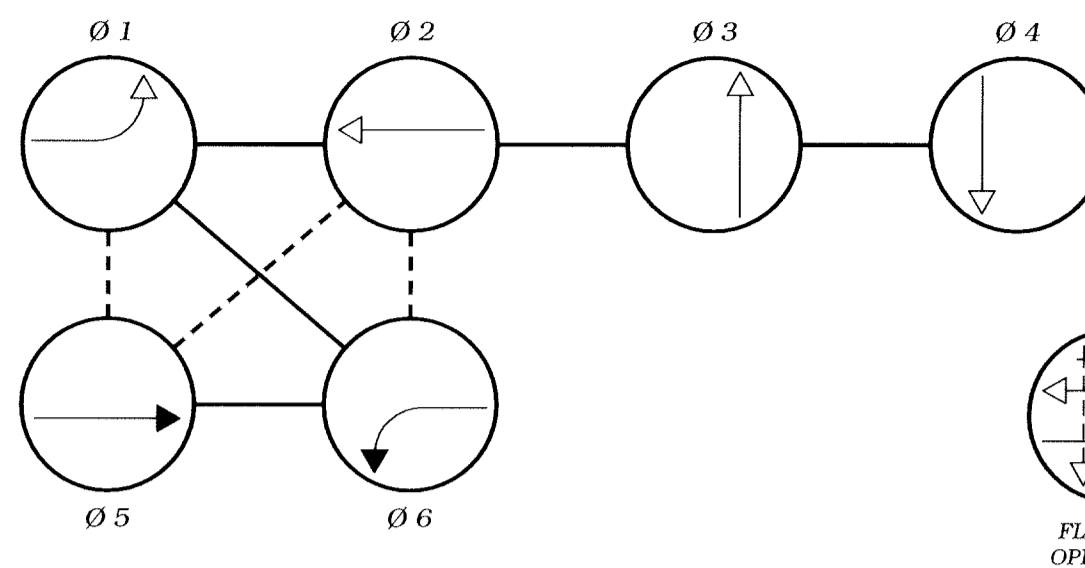
- Install 21 ft. steel twin mast arm pole [cut from a 27 ft. pole] with two 50 ft. mast arms, one 10 ft. mini-mast arm, vehicle signalheads, signs, and opticom detector eye (Note: one 3 in. PVC conduit bend).
- Install 27 ft. steel twin mast arm pole with 50 ft. and 70 ft. mast arms, one 10 ft. mini-mast arm, vehicle signal heads, signs, opticom detector eye, luminaire arm, and luminaire (Note: one 3 in. PVC conduit bend).
- Install handhole.
- Install handhole on existing conduit run.
- Install 1 in. liquid tight flexible conduit for loop detector lead-in.
- Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
- Install 6 ft. x 6 ft. vehicle loop detector (4 turns).
- Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
- Install 24 in. wide pavement marking - white for stop line.
- Use existing cabinet and controller (Note: MD-SHA forces to rewire cabinet/controller for revised phasing and install 4-channel rack mounted detection).
- Use existing conduit.
- Use existing handhole.
- Use existing loop detector lead-in.
- Cap and abandon existing conduit.
- Remove existing handhole.
- Remove existing signal pole and all attached equipment. Relocate existing signs, opticom, luminaire arm, and luminaire as shown.
- Remove existing signal pole and all attached equipment. Relocate existing signs and opticom as shown.

Pavement marking symbols further down Naylor Mill Rd. are to be installed as part of this signal project. Reference the pavement marking plan for placement of 'Arrow's and 'ONLY's.

Naylor Mill Road

US 13 is considered to run in a North/South direction.

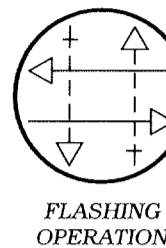
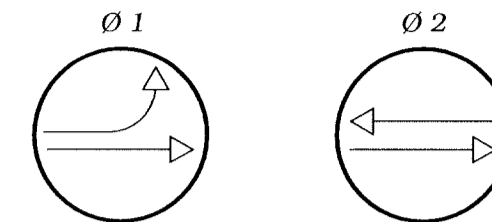
## NEMA PHASING



## PHASING NOTES:

- PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY
- PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

## PRE-EMPTION PHASING



FLASHING OPERATION

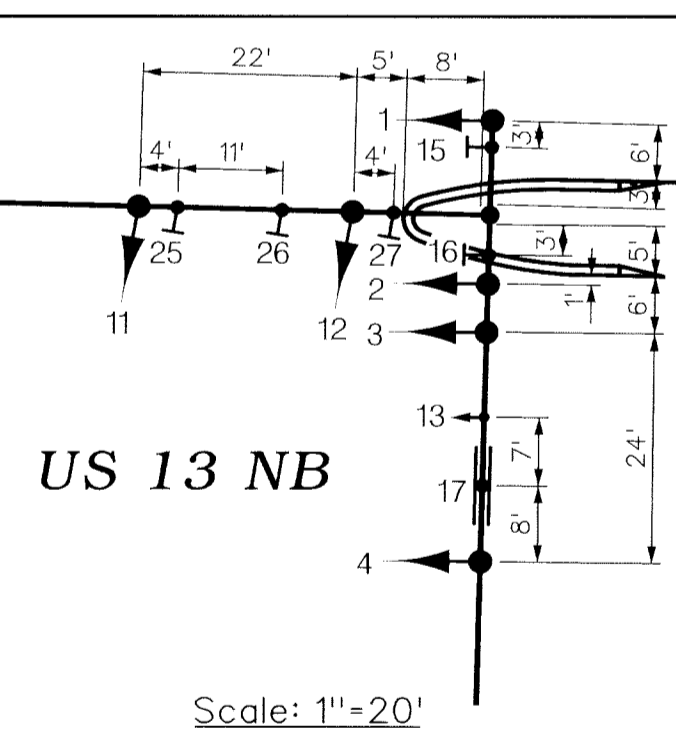
## NOTES

- Geometrics shall be confirmed prior to the installation of signal equipment.
- Loop detectors and conduits shall be installed prior to the installation of pavement markings.
- Pavement markings detailed are proposed and are to be installed by the Signal Contractor in accordance with MD-S.H.A. standards. All other pavement markings are either existing or will be installed by MD-S.H.A. The pavement marking plan shall be referenced for placement of 'ARROW's and 'ONLY's.
- Revision 'F' is a revision to the traffic signal built in April, 1977 under S.H.A. Contract No.: W1528-501-185.
- All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

US 13

## CONSTRUCTION DETAILS Cont.

- Extend existing stop line to new curb and gutter.
- Pullback existing interconnect cable. Run through new conduit back to the cabinet.
- Handhole to be installed on existing conduit run. Handhole shall be installed so as to maintain existing signal cables. The signal shall be placed on a fixed time operation. All aluminum shielded cables are to be removed, and all new signal cables are to be installed in their place. Once new signal is in operation, the old signal cables are to be removed, and the aluminum shielded cables are to be re-run in their place.
- Use existing loop detector.
- Use existing handhole. Splice new aluminum shielded cable to existing loop wire.
- Install pavement marking symbols as shown. Reference the Pavement Marking plan for specific locations and placement.



Revision "F"



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Job No. 981002  
SIGPLAN.DGN

GEOMETRIC LEGEND	REVISIONS	APPROVALS
— — — — — EXISTING GEOMETRICS — — — — — PROPOSED GEOMETRICS		ASST. TRAFFIC ENGINEERING DESIGN DIVISION
UTILITY LEGEND		ASST. DISTRICT ENGINEER - TRAFFIC
— G — G — GAS MAIN — W — W — WATER MAIN — S — S — SEWER MAIN — E — E — ELECTRIC CABLES — D — D — STORM DRAIN — A — A — AERIAL CABLES — T — T — TELEPHONE CABLES		CHIEF DIVISION TRAFFIC ENGINEERING DESIGN
	April 21, 1999 Reconstruct due to new Geometrics. S.H.A. No. 15W996M82	DIRECTOR, OFFICE OF TRAFFIC & SAFETY



MDOT - STATE HIGHWAY ADMINISTRATION  
Office of Traffic & Safety  
TRAFFIC ENGINEERING DESIGN DIVISION  
(Traffic Signal Plan)

## US 13 at Naylor Mill Road

DATE: APRIL 4, 1977	LOG MILE • 22001312.65
DRAWN BY: B. Thompson	F.A.P. NO. N/A
CHK. BY: M. Rucker	S.H.A. NO. W1528-501-185
SCALE: 1" = 20'	COUNTY: WICOMICO
PLAN SHEET NO.: 1506F	SHEET NO. 1 of 2